

## Official and Classified ADVERTISEMENTS

Continued from Page 15

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## £92,434 record for the Forester

NEWINGTON'S Hull-based stern trawler C.S. Forester set a record grossing for a British wet fish vessel last week with a £92,434 catch.

Also a record were the ship's average daily earnings during the voyage which amounted to £4,622 a day during a 20-day trip to the Norway Coast/White Sea grounds under Skipper Dick Taylor.

C.S. Forester's trip receipts were £5,128 more than her previous best. She made £87,405 for a Norwegian Coast turn-out of 2,950 kits in February. The trip was also £2,700 above that of a January landing by Newington's Hammond Innes.

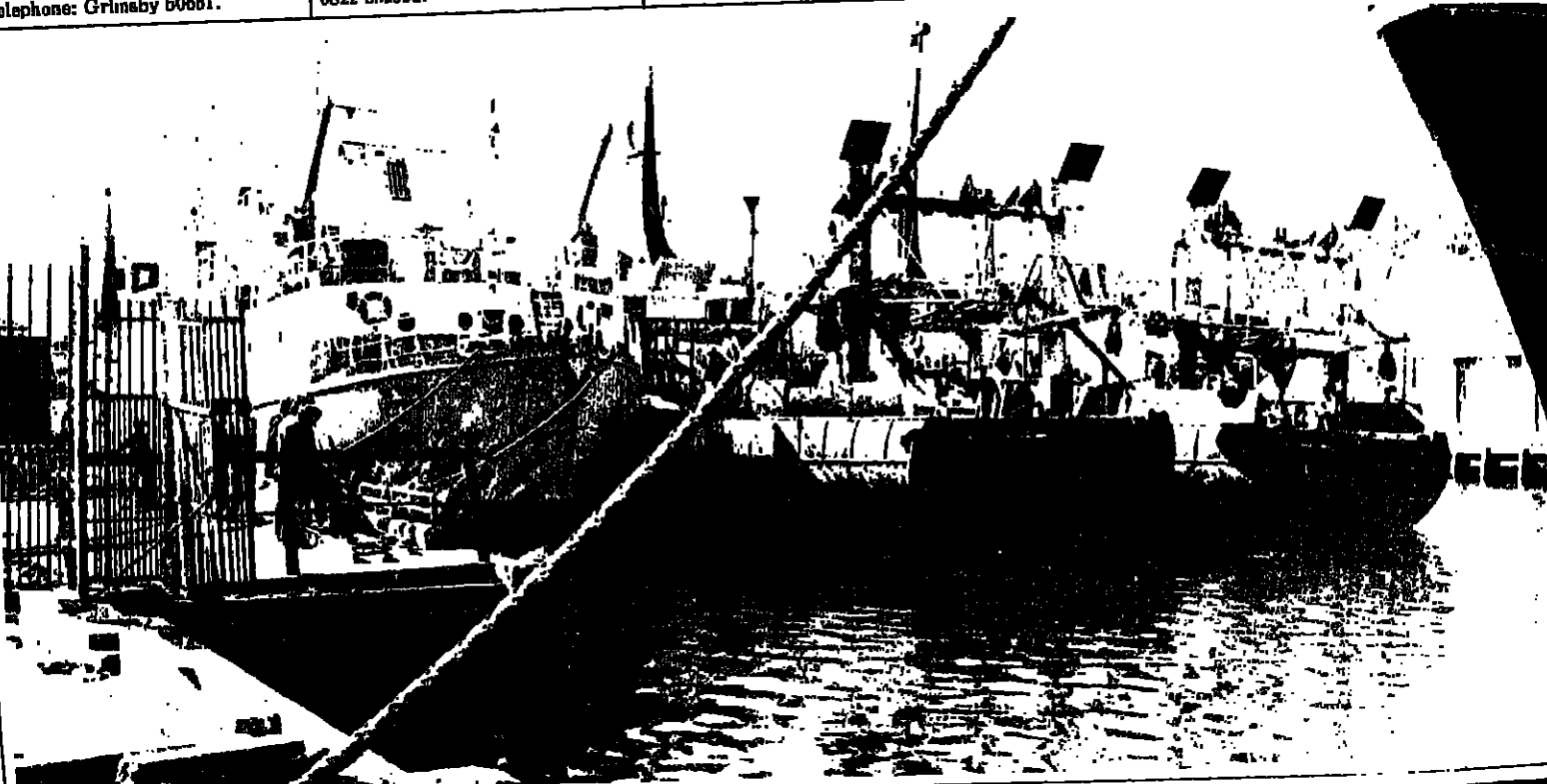
Her huge grossing made on Thursday of last week was with a catch of 2,982 kits and it fell £8,106 short of the national record for all-comers discharging in Britain.

That record is still held by the Icelandic trawler Ogr, which marketed a £98,540 catch at Grimsby last November.

Among the 2,982 kits brought back by C.S. Forester were 130 kits of haddock which averaged £35.77 per kit. This vessel's codstuffs averaged £37.14 a kit, while 619 kits of red fish averaged £13.69.

The only other vessel serving the same market was Boyd Line's Arctic Corair. Skipper C. Pitts had been fishing home waters to conserve distant water quotas.

Owing to bad weather and small catches, however, the 15-day trip resulted in a considerable loss. The vessel's 542 kits earned only £8,883.



The Dutch hospital ship De Hoop (left) in Cork with two of the ten arrested Dutch trawlers.

## Dutch sail off

From page two

legal entry to the 50-mile zone, illegal fishing, having fish illegally aboard and not having their gear stowed.

The skippers are: Huibertus Plug of Dirk Diekerik; J. B. Bal of Onderneming; C. Zwaan of Jan Maria; Pieter Haasnoot of Schout Celthuis; J. V. Rijn of Frank Vrolijk; Peter Stam of Egmond; Ari Hofland of Willem Vande Swaan; J. M. Plub of Ari Ouwehand; and C. A. Schonenberg of Monika.

The Dutch are testing the new Irish 50-mile limit, and in Cork, skippers and crewmen of the Dutch trawlers told Fishing News that they were acting on instructions from their owners. They had received their instructions from the Dutch government.

In Holland the Netherlands Government said about the arrests, that the EEC should take action

against the Irish. In Dublin the Dutch Ambassador protested to the Irish Minister.

The EEC Farm and Fisheries Commissioner, Finn Gundelach, announced in Brussels on Monday that the EEC would begin action against Ireland and he wrote to the Irish government asking it to explain the arrests.

In Cork, the Dutch asked for the case to be referred to the European court, but District Justice Carroll decided to begin hearing evidence.

The Dutch offered no evidence in their defence, but their legal representative said they were acting under Dutch Government instructions not to fish within 25 miles of the Irish coast.

That was a temporary measure while the Dutch waited on a reply to its fishing plan which it sent to the Irish Government via the EEC two weeks ago.

## Come to Britain's greatest fisheries show!



## The Humberside International Fisheries & Marine Equipment Exhibition

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This great Exhibition promises to be the best show of its kind ever presented in Britain. All available stand space has been taken up and the list of exhibitors represents a complete cross-section of suppliers, both British and foreign, to the fishing industry. All the world of fishing will be converging on the Humber in June, so make it a date.

JUNE 16 — A one-day National Conference will be held in the City Hall, Kingston-upon-Hull on THE FUTURE OF THE BRITISH FISHING INDUSTRY. Write or telephone for brochure to the Exhibition organisers.

Under the patronage of THE WHITE FISH AUTHORITY THE HERRING INDUSTRY BOARD THE FISHING VESSEL OWNERS ASSN. THE BRITISH MARINE EQUIPMENT COUNCIL (FISHERIES DIV.) THE CITY OF KINGSTON-UPON-HULL (DEPT. OF INDUSTRIAL DEVELOPMENT) HULL FISH MERCHANTS PROTECTION ASSN.

Organisers: Eagle Exhibition Consultants Ltd. Ludgate House, 110 Fleet Street, London. EC4A 2JL. Tel: 01-363 4886/9 Telex: 211

## DoT rules

From page two

Jim Smith, former skipper of Fortuna, said his family had sold the boat partly as a result of the regulations and the fact that they would have had to spend "a lot more than the £500 survey fee."

Mr. Ed Smith, skipper of Sincerity II and president of the Arbroath association, said: "We don't own our boats any more. All the fishermen are doing is earning more and more money for Westminster."

"The regulations are slowly killing off the inshore fleets." "Fortuna was and is perfectly seaworthy, and I feel that these regulations are far too severe and little more than a hindrance to our work," he said.

George Milne, skipper-owner of Oor Lass, said he had no intention of putting his vessel through a survey "because it is not worth £500."

"My boat is up for sale because I would rather do that than go through a survey. No matter what kind of boat you own you expect to have to pay between two and three

thousand pounds to comply with regulations.

"I think whoever drew them up must have been farmers or something, they certainly weren't seamen. As far as inshore boats are concerned the regulations are a load of rubbish they just don't apply."

Bill Gargill, part-owner of Glad Tidings with his brother Jim, said the outlay on their boat to comply would have run into thousands of pounds. "There are too many so-called experts in this industry now," he said. "Glad Tidings is tied up in the harbour waiting for a buyer and we'll be looking for other jobs."

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# 50-MILES NOT ON — says Gundelach at Hull

WIDE EXCLUSIVE national limits do not feature in present plans for an EEC Common Fisheries Policy. This was made clear in Hull last Friday by EEC Commissioner Finn Gundelach.

He also warned that swapping on fishing rights with third countries would not work with exclusive zones. "It becomes a bargaining zone", he said.

Representatives of fishermen had travelled from as far as Shetland and Devon to hear some gloomy news for British limit hopes. Even small ports like Newhaven in Sussex were represented at the conference organised by the Hull City Council, which saw Mr. Gundelach in a first time face-to-face with fishermen outside Brussels.

Overseas delegates to the conference came from Germany, France, Ireland and Holland.

### Tradition

Mr. Gundelach gave every indication that a 12-mile limit would be the basis of a new policy. "The figure of 12 miles has a long tradition and also respects historic rights."

In existing treaties there were provisions up to 12 miles, pointed out Mr. Gundelach.

There was widespread concern about the state of EEC fish stocks. If they are being fished too hard then it is not the fault of fishermen, said Mr. Gundelach. "It is the fault of Governments and politicians that there is no agreement."

Exclusive limits were too blunt an instrument to use to conserve fish. The same result can be brought about with more flexible arrangements, added Mr. Gundelach.

The EEC had too long been in the position of finding common ground on fisheries. During this time over-fishing

had been taking place in European waters. This had been done to some extent by European nations, but the main damage had been done by third countries — many of which had not traditionally fished in our waters.

After listening to strong criticism of the Common Fisheries Policy, Mr. Gundelach pointed out: "It is wrong to criticise the CFP, because it doesn't exist."

Mr. Gundelach explained his opposition to wide exclusive zones. Allowing third countries into exclusive zones on a reciprocal basis would turn them into bargaining zones. If you are prepared to give third countries access, then you cannot tell other Community members to keep out. "It is not fair or realistic", claimed Mr. Gundelach.

If Britain tried to do a deal with Norway based on an exclusive 50-mile limit, the Norwegians would not listen, he warned.

There was also criticism of the UK's attitude to exclusive fishing rights during the dispute with Iceland. Both German and Dutch delegates reminded the conference that there had been no willingness in the UK to accept Iceland's right to an exclusive limit. Now the story had changed. Taking off his EEC hat and

## Short deal off Faroe

THE SCOTTISH trawler fleet is likely to benefit from another interim agreement with Faroe which came into force on Monday this week.

The deal runs until the end of June and allows a total of



## Congener sets off

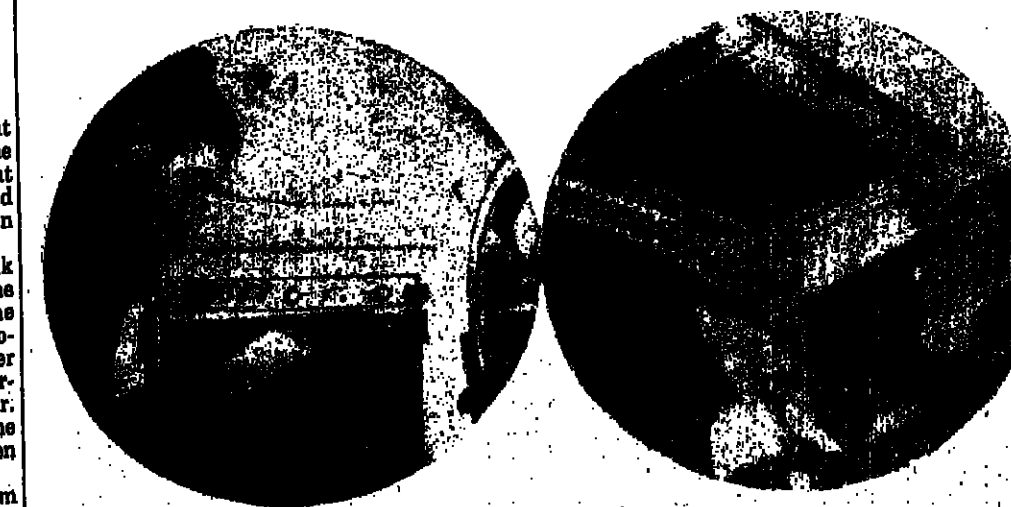
The 79ft. multi-purpose boat Congener (above) was due to leave the Bideford Shipyard in Devon this week for North Shields after completing her fishing trials. Built for the Morse family, she will be commanded by Skipper Alan Morse Jr. Full description of this new vessel next week.

## Next time you want to put to sea, will you be allowed to?

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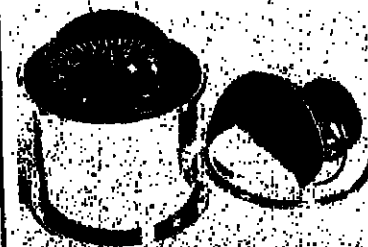
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## Buckets fall to save trawler

THE 43-year-old Fleetwood trawler *Neils John* (right) sank about 15 miles off the Isle of Man on Thursday last week. Water started pouring in through her engine room and, when the pumps failed to keep up with the inflow, the crew used buckets to bail. The engine then stopped after Skipper Colin Kneale had cut away her trawl. The skipper and his two-man crew took to the life raft, after some three to four hours, were picked up by the scalloped *Fred Wood* and landed on the Scottish west coast. The wooden *Neils John* was built at Frederikssund, Denmark, in 1934 and has worked out of Fleetwood for many years.

## 'Too early' for planes decision

NIMROD aircraft seem likely to continue as the mainstay of the aerial side of fishery protection, but small twin-engined aircraft for a selection of protection duties have not been ruled out.

That was the essence of a Government reply last week when Michael McNair-Wilson (Con, Newbury) suggested in an adjournment debate that using the Nimrod

was like putting a policeman on patrol in a Rolls-Royce. It is spending excess money. He suggested that the Fairey - Britten - Norman Maritime Defender (pictured in *Fishing News*, May 6) is a "rugged, simple alternative". James Wellbeloved, under secretary for the RAF, outlined the advantages of the Nimrod and how it had been chosen.

Speaking of the Defender he said: "We have not closed our minds to this option or to any other."

The aircraft had an impressive specification and an appealing price, but he did not see it as a competitor of the Nimrod.

However, there was a range of duties for aircraft and it was fact that the Nimrod is particularly versatile did not rule out the possibility that selection of the duties could be performed well economically by a small fixed-wing aircraft.

"It is too early to say what type of air support fisheries policy will require," he said. "For the present the Nimrod serves excellently in the fishery protection and surveillance role."



Real Madrid — 95 tons of sandeels aboard.

## CONSOL'S SHIPS ON SANDEELS

CONSOLIDATED Fisheries' two former distant water sidewinders, *Real Madrid* and *Carlisle*, are now industrial fishing from Grimsby for sandeels.

This is a new venture for both trawlers and underlines the versatility of the 140-footers since they were converted into multi-role vessels. With the sandeels season now in full swing, the vessels are finding this new fishery fairly remunerative.

The skippers are having to feel their way a little, however, and a number of teething problems cropped up. The vessels should manage two trips weekly once they are sorted out. The main area for sandeels

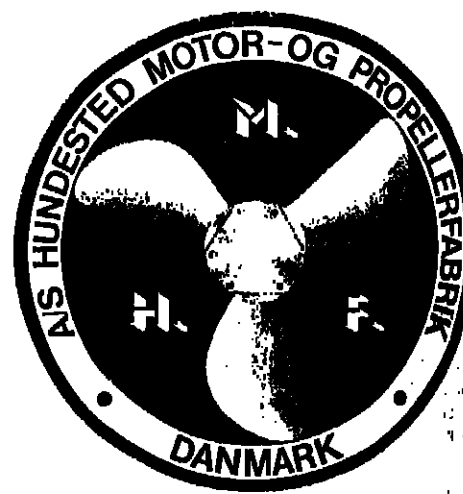
is about 60 miles north-east of the Humber. In just two short trips last week the pair landed about 140 tonnes, with *Real Madrid* putting ashore just on 95 tonnes of this figure. Only two other local vessels, *Samantha* and *Glen-da*, are working sandeels this season, so there is virtually no delay in turning *Real Madrid* and *Carlisle* around.

The pair were late starters, having to wait for special nets before they could begin, but are now hoping to make up for lost time with a series of good catches before the season ends.

They may shortly be joined by *Crystal Palace*, the third in conversion, which has been on charter to the WFA exploring the potential of blue whiting.

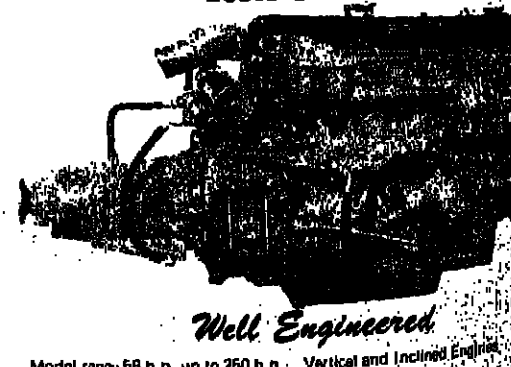
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# Delivery trip shambles

## AS EX-BOSTON SHIPS DOCK IN AFRICA

FLEETWOOD trawlermen who sailed the former local trawlers *Boston Marauder* and *Boston Attacker* to Monrovia, Liberia, intending to work the vessels from the African port have returned to this country incensed. *Marauder*, renamed *Lina*, and *Attacker* now the *Kathia*, were purchased by Monrovia interests from Boston Deep Sea Fisheries.

Last week the chief engineer of *Lina*, Brian Webster of Fleetwood, said: "In Fleetwood we dealt with a business associate of Mr. Kassabli. He promised us a month's pay the moment we docked in the port at Monrovia."

"For me that would have been 425 American dollars. *Lina* arrived in Monrovia a week before *Kathia* because *Kathia* was held in Dakar having repairs done. It took us 15 days' steaming to get there."

"When we arrived in Liberia there was just nothing for us. There was no money and nothing had been laid out for the ships' arrival. Even a business associate of Mr. Kassabli knew nothing of the trawler deal. There was no accommodation. There was no money and very little food aboard the ship. We had to rough it."

"After a week or so *Kathia* and Mr. Kassabli arrived from Dakar. But there was still no money forthcoming — and that meant there was no money for the families back home."

"Conditions aboard the ship were terrible, hot and sticky and no air conditioning. It was like living in an oven. Some men went to a hotel but it was a bugbit."

Mr. Webster added: "When he (Mr. Kassabli) was in Fleetwood he promised us cash in our hands when we arrived, good conditions out there and the promise of at least a few months' work on good wages."

"It turned out to be all promises and little else — a big let down."

"Eventually we pestered Mr. Kassabli into flying us home. It was an experience I was glad to get behind me. It was a farce. Mr. Kassabli was full of big ideas and he wanted it all done that minute."

"How they will fish in these big ships I'll never know. They are twice as big as anything they have got there."

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THE steel-hulled Grimsby multi-purpose boat *Mohave* — out of fishing since the end of the south-west mackerel season in March — resumed operations last Friday. She is now a single-boat bottom trawler working the North Sea skippered by Tom Evans. The 74-footer should have gone back to pair trawling after returning from the mackerel but her sister-ship, *Sioux*, sank en route from Lowestoft to join her.

*Mohave* was withdrawn from fishing, as a precaution, pending a company inquiry into the sinking of *Sioux* by owners, the Decca Fishing Co. of Grimsby.

It is expected that *Mohave* will work with *Shawnee* when the latter has completed a refit.

around a chart table in the wheelhouse includes Decca Mk. 21 Navigator, 'Sailor' T122 R105 radio telephone and Taiyo automatic direction finder.

Also fitted in the wheelhouse are: Decca 916 radar; Robertson APC 6 compass coupled to the autopilot and Tenford R115 ESG hand and power hydraulic steering gear. An extra radar and radio telephone will be added later.

Accommodation for the crew is lavish — the best yet seen on a Scottish-based vessel. A suite for the skipper leads off the after end of the wheelhouse and comprises day cabin, sleeping berth and shower, washbasin and w.c.

On shelterdeck level there is a large messroom fitted with colour TV and Tandberg stereogram.

**Cabins**

Equipment in the galley, which leads off the forward end of the messroom, includes Beha cooker, double stainless steel sink unit and Kenwood food mixer. A large fridge and a deep freeze unit is fitted forward of the galley.

There are one and two berth cabins for the crew on shelterdeck level and below deck aft, plus ample washing and toilet facilities, and also a Siwamat clothes washing machine.

A Pyro oil-fired central heating boiler is fitted in the engine room.

Skipper Slater told *Fishing News* that he has been planning to buy a boat of this size for about 18 months. He added that *Sette Mari*, in fact, spent most of her time under her previous owners fishing herring West of the Shetlands and that he has occasionally seen her there.

She is a far cry from Skipper Slater's two previous commands, both of which are wooden vessels in the 80 ft. range. Named *Aquarius* and *Aquila*, both boats are currently up for sale.

Equipment grouped

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## ONLY ONE

FLEETWOOD had to rely almost entirely on near and middle water supplies last week as only one distant water trawler landed.

The side trawler *Boston Explorer*, commanded by Skipper Bill Anderson, had returned from the White Sea after 25 days with 903 kits, including more than 800 of cod, which sold for £26,804.

Skipper Otto Jensen and his crew in the seiner *Charmor* had 183 kits. It was almost all quality Irish Sea cod and the catch sold for an outstanding £7,362.

## BEAMERS: NO DEMO

THERE has been no move to implement threats of militant action against Dutch beam trawlers by Fleetwood Inshore Fishermen's Association.

On Thursday last week three Dutch vessels put into port. The association had made the threats because it claims the Dutch vessels' are

decimating the Morecambe Bay grounds. The Dutch vessels' sole are shipped to Holland by container but other fish they catch have been put on the local market.

After a meeting between the inshoremen and the Fleetwood FMA, the merchants instructed their members not to handle the Dutch catches.

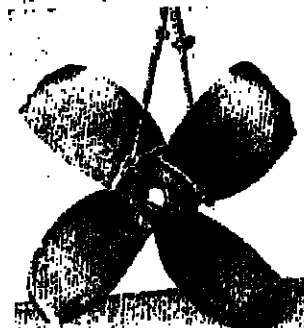
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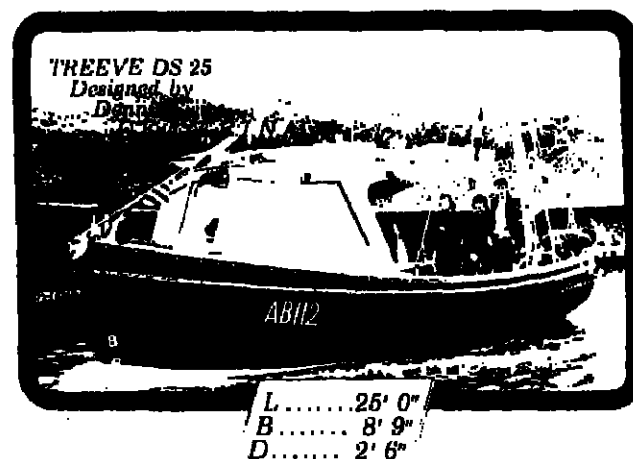
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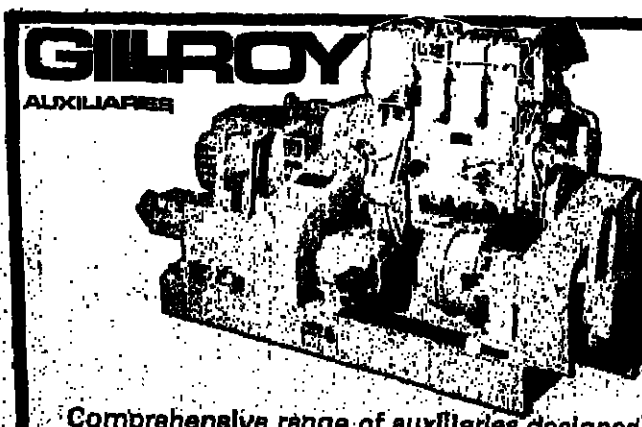
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# MINI BOOM AS TRIPS PICK UP

AS WET FISH landings at Hull fell to their worst-ever level last week with just one deepsea and a handful of seiners, at Grimsby there was something of a mini boom.

A firm market saw the heaviest landings (around 25,000 kits) since the end of March.

However, much of this success was due to better fishing on the middle water grounds and in the North Sea, as there were only four distant water trawlers landing less than 5,000 kits.

Pick of these was the Boston Group's *Boston Phantom* (Skipper Wally Nutton) which notched up £43,338 on the Monday market from 1,497 kits — and was never overhauled.

The group has gone through a very bad time at Grimsby so far this year and it was some small consolation to the firm that *Boston Phantom* did so well on her first



Boston Phantom — top trip after a refit.

trip back after a routine survey and refit.

Much credit must also go to Skipper Nutton, who turned out a fine 28-day White Seas plaice trip just short of 1,000 kits in addition to his 'ration' of 450 of codstuffs.

The Consolidated Fisheries' trio of *Barnesley* (£41,354), *Huddersfield Town* (£39,049) and *Notts Forest* (£33,076) completed this section with White Seas trips, all in four figures of kits, and mostly made up of codstuffs.

For once BUT had a blank week in the distant water category, but it more than

made up for it on the Westernies. Haddock and cod landings came good again and there was not so much rough stuff about.

*Ross Jaguar* (Skipper Denis Speck) managed to outgross H. L. Taylor's *Ogano* (Skipper Bob Penketh) with £23,995 from 776 kits after 17 days, against £22,480 from 753 kits over 18 days.

Both vessels landed good catches of cod and haddocks, while *Ross Jaguar* was just

about the only middle water ship to turn out a decent quantity which sold well. *Ogano* spoilt a decent week by BUT, as following the *Jaguar* were *Ross Tiger* (£19,327), *Ross Tiger* (£19,269), *Ross Tiger* (£18,587), and *Ross Tiger* (£17,118).

Easily the outstanding small boat performance came from *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper Richard) with a super pair trawling grossing over of £47,749 after a 16-day North Sea trip of 1,337 kits. The haul was mostly cod and it sold through to John R. (F.S.) Ltd. again 'like hot cakes'.

It was the seventh time the team had broken the record in just over a year as *Margrethe Bojen* was last and it was the first time a pair trawlers had both topped £20,000. Respective figures were £26,119 from 726 kits and £21,830 from 612 kits. The pair also broke their daily average port record of the bargain!

Seiner honours went to another Bojen; this time Skipper Anton Bojen. *Hekimael* got among £20,000 in his 198-kit trip to gross £7,730 through to Consolidated agency.

## FRENCHMAN FINED £600

THE SKIPPER of a French trawler escorted into Plymouth on Saturday by the frigate HMS *Niad* has been fined £600 for fishing with a small mesh net.

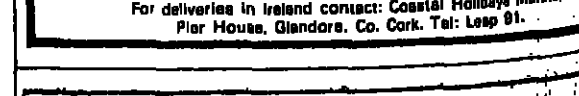
The skipper, Michel Larnicol of Locudy, Brittany, was also ordered to pay £70 costs and to forfeit that part of his trawl net which contravened the regulations.

Larnicol was told by the presiding magistrate at Plymouth on Monday that in-

ternational regulations made to conserve fish stocks, and that their regard would not be tolerated. His trawler *Gouet M* was boarded by an inspector from the Ministry of Agriculture, Fisheries and Food who was on board when the boat was spotted fishing off the Isles of Scilly. The skipper, through defence, said he thought it not would pass the necessary tests. The net had been bought a few months ago by a co-op in Brittany.



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May 13, 1977

# Resign call to 'severe' surveyor

BRIXHAM fishermen have called for the resignation of the Department of Trade's chief surveyor in the south-west, Brian Matthews, because of controversial decisions which have prevented two local trawlers from fishing.

Angry fishermen are demanding the resignation of Southampton-based Mr. Matthews following the voluntary resignation of Jack Brenton, the Brixham-based government surveyor who has been carrying out stability tests on local trawlers.

Talks were held between Mr. Matthews and Mr. Brenton in Southampton on Friday, but no-one was willing to say what resulted from them.

Les Cunningham of Brixham, chairman of the South-West Fishermen's Association which has been leading a campaign for a review of how the regulations are being applied, said: "We are demanding that Mr. Matthews is removed because we consider he has applied rules with a severity contrary to the department's promise that they would be applied with reasonableness and understanding."

"He has insisted on a vessel having her survey before the date required and he has also applied rolling tests to a beam trawler instead of inclining tests."

Mr. Brenton is believed to have tendered his resignation some four weeks ago following

severe criticism after stability tests. Also, he was fed-up with the present situation. Tiverton's MP, Robin Maxwell-Hyslop, has been pressing for an investigation into the case of Sidmouth fisherman, Stan French, who has been denying a ban on his boat fishing.

It was Mr. Brenton who failed Stan French's trawler, *Our Adriatic*, on the stability test even though she has been to sea for 34 years without incident.

During a meeting last week, the DoT's deputy chief surveyor told MPs that a surveyor ought not to hold a vessel merely because she did not meet some of the regulations. A vessel could only be held if, in the surveyor's opinion, she was dangerous to put to sea.

Mr. Cunningham has strongly denied a statement made by the DoT in the House of Commons to the Government Select Committee investigating the fishing industry, that fishermen are not being co-operative.

"In my view, it is the department which is being

unco-operative by not using flexibility and applying exemptions to the rules as promised by the Minister," he said.

MP's starting on the second phase of their inquiry into the industry were told about the resignation by John Archer, leader of the DoT Marine Division, when he and three of his top colleagues gave evidence at the Commons.

Mr. Archer said that Jack Tope, Principal Surveyor of Fishing Vessels at the Department, was to go to Brixham to look at the position there, including that of their surveyor who had resigned.

"He (Mr. Brenton) does not want to be pestered by the press, but he has found it an extremely tough and difficult task there working with an industry which clearly has not been very co-operative in this matter."

"It is not easy for a surveyor to fulfill his statutory functions when there is a degree of non-co-operation. They might make appointments for a vessel to be

Turn to page 13

## wesmar news



FISHING BOATS NEED WESMAR SAYS SCOTTISH CAPTAIN

David L. Burnham, a dragger out of Kenne Bunkport, Maine, uses a WESMAR scanning sonar aboard his SCANNING JIM to "see" the bottom conditions ahead of his net. "Unlike some areas," he explained, "the waters out here contain a limited number of open areas where the bottom is ideal for trawling. Even in the good areas there are large rocks scattered throughout that will easily damage your gear if run over."

Dave uses his sonar to help him see the outline of edges and to locate obstacles. "I have to watch the sonar screen closely and listen to the speaker carefully," he said, "but I can get into areas where others dare not drag. I'd feel very uncomfortable fishing without my sonar."

"Scanning ahead with the WESMAR lets you see where you're going, making your drag smoother and resulting in greater catches," said Burnham.

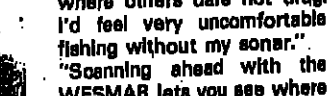
After fitting, Sandy fished the short herring season off the northwest coast of England. "WESMAR sonar paid for itself the first week of herring fishing in Whitby waters," Sandy stated.

His partner boat, the *VISION*, skippered by Donald Pattinson, has also installed a WESMAR. They have developed a formula for successful fishing by using their sonars to distinguish between hard and soft bottom. "We are now able to catch herring where otherwise we would be unable to shoot a net," Sandy said.

With each boat simultaneously checking the contour of the bottom with the sonars, they avoid pin-nacles, land obstructions which could damage their nets and cost valuable fishing time. "Not only are we able to detect the schools," said Sandy, "we can also save ourselves costly damage to nets. Fishing boats need WESMAR."

WESMAR'S S2220 Scanning sonar is used throughout the world.

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## in BRIEF

A COW spotted swimming a mile offshore and towed in by a fishing boat last week has died of pneumonia. The cow had to be winched up the 20ft. sea wall near Holywell, Essex.

THE EEC Commission has increased the refund for exports of frozen whole mackerel to non-members to four units of account per 100 kilograms. The new rate is payable from April 29, 1977, until further notice.

ELEVEN foreign fishing vessel skippers were punished by fines ranging from £260 to £20,000, plus confiscations in some cases, in British courts during the first four months of this year, according to a written reply in the House of Lords on Monday.

THE KEEL has been laid at Seahouses, Northumberland, for a 38ft. trawler being built by R. Dawson and Son for David Shiel. Due to be launched next year, she will be similar to *Respect* launched last year.

LOBSTER fisherman, Dennis 'Troke of Ringwood', has found a tropical trigger fish in one of his pots near Boscombe pier. It is mystery how the tropical fish reached the south coast.

PLANS FOR shark fishing expeditions for anglers are being made in view of the fishing sharks seen around the Highcliffe - Christchurch area. Professional fishermen will run the trips. A porbeagle half the length of a 30ft. lobster boat was seen to leap out of the water last weekend.

MPs CONDUCTING the Parliamentary inquiry into the fishing industry are now concentrating on the 1975 safety rules provisions. On Wednesday they were visiting Brixham, but next Wednesday they will take evidence in the Commons once again.

THE IRISH beamer *Marrie Jacob* has averaged nearly £100 a kit for her catch.

The former Dutch craft landed only 54 kits at Fleetwood last week, but this included more than 30 of soles, which resulted in a grossing of £5,337.

## Bond is boss

DENNIS BOND has taken office as president of the Fleetwood Fishing Vessel Owners' Association in succession to Peter Hewett, who has retired from the post after two years.

Mr. Bond took over at the association's 70th annual meeting at which a presentation was made to Mr. Hewett, who is principal of the Hewett Fishing Co.

Mr. Bond has been manager of Boston Deep Sea Fisheries' Fleetwood branch for the past four years.

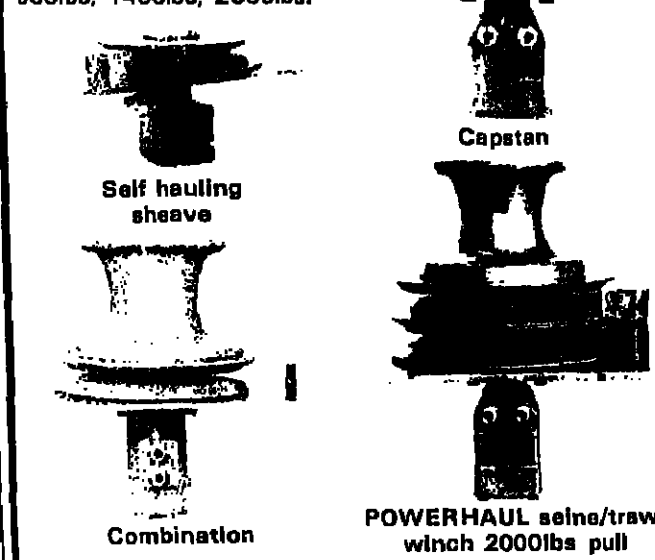
## OBITUARY

HARRY CAWOOD, who until his retirement three years ago was a director of Cawood (Fish Curers) Ltd, the Hull firm founded by his father the late George Cawood, died in Hull Royal Infirmary last weekend aged 64.

The firm he was with for about 60 years is now part of the Salvesen Group in Hull and concentrates on salting fish for export.

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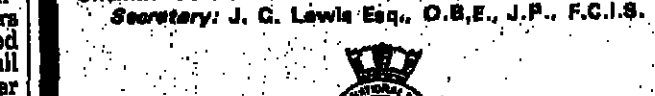
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# Blue ling bonanza for flying French

**JULIEN QUERE** (LO 340485), one of France's newest and most sophisticated trawlers, made a very successful maiden trip to Grimsby last week.

She had a large catch of blue ling taken in the deep waters between Orkney and Faroe.

The five-month-old stern trawler was brought to Grimsby by agents, Boston Deep Sea Fisheries, by arrangement with the British Producer's Organisation.

She was so well received by fish merchants and processors that Boston brought two more blue ling trips to Grimsby this week — the French ships *Thierry Pascal* and *Captain Cook*.

The catch of 1,821 kits, including 1,774 kits of blue ling, sold for £48,031; easily the best-ever blue ling trip landed at the south Humber port.

The bidding for the beautifully kept fish, which is a distant relative of the cod family and can be used in a wide variety of ways, was brisk and almost reached £30 for some squares.

It averaged out at just over £26 per kit, which is a more than suitable alternative for cod — especially for the processors — was quite a bargain.

The 174ft. *Julien Quere* was completed in Dieppe at the end of last year for Jeco Quere & Co. Ltd. of Lorient. She is just one of a number of advanced trawlers built, and building, in Ostend and Dieppe for Monsieur Jean Maurice Besnard, who owns and manages much of the Lorient fleet.

They are rigged for a number of fishing roles and are highly automated. The automated engine room is equipped to Bureau Veritas classification standards.

Crew accommodation is first rate. The Lorient fleet operates a rota system with a new crew always ready to take out vessels as soon as they have discharged and reprovisioned.

This cuts down time in port between trips and increases the efficiency of each vessel.

After her 16-day trip on blue ling, the crew was flown back to France and a replacement crew flew in, so *Julien Quere* was back at sea well within 36 hours.

Following the success of the 'Flying Frenchmen' on blue

ling, many merchants were wondering why the local effort has been such a flop.

A spokesman for Boston told *Fishing News*: "Our vessels, especially the side trawlers, just do not have the power as blue ling is found in very deep water."



Below: *Julien Quere* at Grimsby last week to land her 1,774 kits of blue ling. Her owners flew in another crew, so the ship was soon back at sea fishing. The crew that brought her into Grimsby went home to rest.

ling, many merchants were wondering why the local effort has been such a flop.

## Brettell's big haul

**TWO TRAWLER** landings at Hull on Monday were the port's first for a week. *BUT's Ross Orion* (Skipper G. B. Boyce) made £65,089 for 2,073 kits after a 25-day trip to Greenland.

Hamling's *St. Gerontius* (Skipper T. Sawyers) realised £59,019 for 2,134 kits caught in a 22-day trip to the Norwegian coast.

There was also a turn out of 200 kits from the North Sea setner *Visborg* and she grossed £5,845 after a 22-day trip.

Haddock was in very short supply, however. *St. Gerontius* had only nine kits and *Ross Orion* four kits.

Newington's *Hammond Innes* started to discharge a giant catch from Bear Island on Wednesday. Some 1360 kits worth £37,411 were brought ashore with the remainder to sell on Thursday (yesterday).

Estimates early in the week put the haul, by Skipper Brettell and his crew, in the region of 3,700 kits, including 1,300 kits of red fish.

**50 years ago**

demned. Bad weather delayed her trip back from the Newfoundland grounds.

**NEW 62FT.** Dutch lifeboat has 'unique self-righting tank'. She took 100 seconds to right herself during trials.

**WILL** of Manx fisherman found on waterlogged boat *Playmate* in Irish Sea causes a scare. Mystery cleared up when steamer skipper says he saved the crew.

## INSIDE LINE

**BACK IN** the 1960s, when a meal at £11 a ton was your own transport. So country were mobile, caught that much

market simply did was a good day. In catching power by the mid-water pair boat drift netters of

One could hardly them — they wanted beach in open boats could not pull-trawl deeper water, and resented the trawlers of the Kent and Essex.

Their argument in the gillnet was based on selection by mesh size — no loss of scales — and to stop going they took fish by the gillnet. On this basis, the trawlers should have enough to retire, but trawlers could only limited amount to the and for fishing; the fishermen have found

out — thus the increasing trend to outlaw catching herring for the fish meal plant.

Now we should prepare to do the same for sprats — some of which are probably immature herring anyway. And why not for mackerel and blue whiting? But to make such a measure practical, someone has to ensure that the market price is such that bulk fishing is unnecessary and that catching is regulated to demand as far as possible.

We hope that the system of producer organisations will eventually accomplish what common sense and good housekeeping practice has failed to do.

Back to the drift net. Particularly interesting is the fact that in the Thames Estuary, where the gillnet versus pair-trawl argument began in 1949, the pair trawlers are using drift nets to take their share of the Estuary's special quota of in-shore herring.

Nets have been known to sink in ten minutes' fishing in a few fathoms — with no trawl damage to the spawning

grounds, no heavy fuel consumption and no small fish to spoil the sample. More important in the long run perhaps, there have been no boats with decks awash to flood the market and kill the price.

I suppose a return to the gillnet would be welcomed by certain lobstermen off the Yorkshire coast, where trawlers have followed fish close inshore among the pots. Bad enough to have your pots dragged for miles, but when the trawlers come back with a few boxes of lobsters aplenty, caught in the trawl on the lobster grounds, then it's hard to keep smiling if you're a lobsterman.

The fact that it has been happening for years is no excuse. In Canada, Soviet trawlers have paid heavy compensation while in Norway line boats have been protected from the trawlers by seasonally closing off the areas affected. One doesn't hear of Norwegian trawlers marching on Oslo, so maybe the idea has some merit. As things stand now, the potter can't win. HSN.

## HAULING CREELS AT HIGH SPEED

**"WE HAVE HEARD** that some lobster fishermen on the East Coast have developed a method of hauling their pots or creels at high speed by hand.

"We should be grateful for any information you can send us about the pots they use and how they haul them."

A method to which you may refer has been perfected by Aldeburgh longshore fishermen who use creels developed from traditional East Coasters, but which now hardly resemble them.

They are made of tin. Iron bars welded together to form a 2 x 1in. mesh and are rectangular in shape. They are 36in. long, 15in. wide and 12in. high with two flat iron bars bolted lengthwise along the edges of the bottom to give them a total weight of 28lb. each.

Attached to the base of each creel at one end are approximately five fathoms of 1in. circumference polythene and 10 fm. of 1 1/2in. tarred sisal line, with flat oval corks attached every 3ft. or so.

The creels are laid 30-40 yards apart in rows of 15 in depths of about five fathoms. Small dan buoys are attached to the lines of creels at the ends of each row; otherwise corks are the only floats used. Distance between rows is 20-30 yards.

Let us suppose that 60 creels have been laid in four rows of 15, each on an east-west line, and that the last of the ebb is running in a southerly direction when they are to be cleared.

The procedure would be to recover the cork line of the creel at the south-east corner of the ground first. The boat would then be headed roughly N. x E. to pick up the line, North while the creel is being hauled, and then swung round to port while clearing and re-baiting.

On conclusion of the exercise, creels have been re-laid in four rows, each 20-30 yards south of its original position. I once observed 30 creels, laid on a patch of stony ground, cleared by two men in this way. The catch was not particularly heavy — there being more crabs in it than lobsters. Bait consisted of whole salt herrings.

Time taken from start to finish was two hours — an average of 90 seconds to haul, clear, re-bait and re-lay each creel.

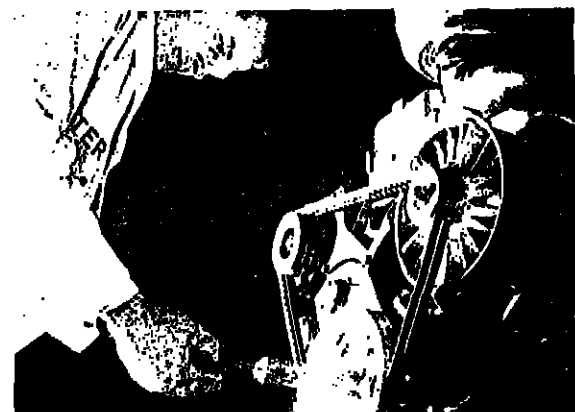
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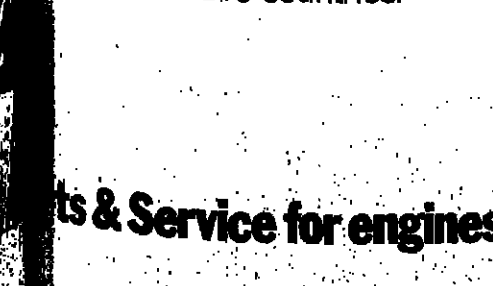
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## John Burgess' Log



## Steel V-doors: pros and cons

**"WE ARE FITTING** out a 36ft. boat, in which we have installed an 88 hp engine, for stern trawling.

"We were intending using ordinary iron-bound wooden doors or otterboards but were told that we would find steel V-form otterboards more satisfactory in the long run.

"Do you think this is a fact?"

Not knowing what sort of grounds you propose to work, I won't hazard an opinion. But the following points may help you.

Some skippers have found all-steel V-doors an improvement on conventional ones; others the reverse. And it is clear that although they possess advantages for use by some vessels on some types of ground, they are not universally superior to conventional doors.

Principal merits are that less power is required to tow them, they do not get muddled up and they will surmount obstacles on the seabed which would snag conventional doors. Also boats' topides do not receive such a bashing as source of supply?"

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I want windows which are strong and serviceable; not expensive glamorous affairs designed for floating gin palaces. Can you recommend a source of supply?"

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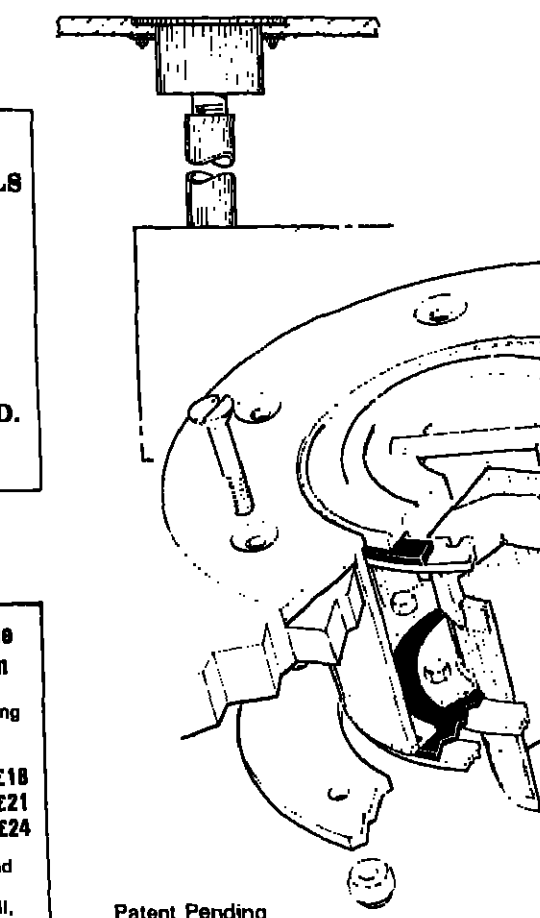
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